

ALTON'S PURSE ABOUT EMPTIED

Rock Island Found a Large
Hole When Its Turn at
Control Came.

KUHN, LOEB & CO. LOVED U. P.

Served the Company at Great Sac-
rifices and Pretty Good
Commissions.

Mr. Kahn Refuses to Tell Who Owned Stocks
Sold to U. P.—Not Advised That U. P.
Would Be Violating the Law in Buying
Into Northern Pacific—Said the Stock
to U. P. Below the Market and Bought
It Back Above the Market—Also Let
U. P. Have Illinois Central at 175 When
"Some One Else," a Fish Parlor
Maybe, Would Have Paid 200—Mr.
Schiff Let Equitable, of Which He Was
a Director, Have Some Alton Bonds.

What the Rock Island interests got when
E. H. Harriman and his associates who had
"readjusted" the finances of the Chicago and
Alton turned over that road to them last fall
was brought out late yesterday afternoon at
the investigation of the Interstate Commerce
Commission is conducting into Mr. Harri-
man's operations.

The agreement made with the Rock Island
people when they put enough of their Alton
holdings with Union Pacific to form a
majority of the stock provided that the two
sides should have the majority of the board
of directors in alternate years. Charles
W. Hillard, controller of the Rock Island,
took the place of William Mahl, Mr. Harri-
man's controller, last October as controller
of the Alton. Mr. Hillard testified
yesterday that his examination of the
company disclosed that there was practically
no money in the treasury, that the road
had been mortgaged up to the limit
and that there was no money even for the
construction of a new line which had been
mortgaged in anticipation of building
and the bonds all sold. Mr. Hillard
will testify further to-day. Mr. Harriman
on the witness stand on Tuesday described
the Rock Island people as "carrying the
load," and suggested that they be ques-
tioned.

William H. Moore and D. G. Reid of the
Rock Island were examined, but all they
did was to testify as to the agreement with
Union Pacific and that the stock put up
on their side was owned by the Rock Island
and not by any individuals.

Much of the day was taken up with the
dealings of Kuhn, Loeb & Co. with the
Harriman roads and the profits reaped by
that firm. It was brought out that not only
did they get what amounted to a 5 per cent.
commission on \$75,000,000 of Southern
Pacific stock sold to the Union Pacific, but
that they got 5 per cent. commission on
the \$40,000,000 of Union Pacific convertible
bonds issued to pay them for this stock.
They also got the same commission on the
remaining \$60,000,000 of convertible bonds
sold, but Otto H. Kahn, from whom this
was brought out, said that half of this com-
mission went to a syndicate. Jacob H.
Schiff and Mr. Kahn were both Union Pacific
directors at the time they charged the road
5 per cent. on what they sold and what they
got in payment.

The \$78,000,000 Northern Pacific stock
bought by the Union Pacific before the
famous corner was sold to it by Kuhn,
Loeb & Co. below market prices, however,
they charging one per cent. commission
and getting the 5 per cent. commission on
the bonds sold to pay for the U. P. stock.
An interesting disclosure was that since
July 17 last Kuhn, Loeb & Co. have been
buying back Northern Pacific and Great
Northern from the Union Pacific, and also
the Great Northern stock the Union Pacific
got after the Northern Securities decision.
Kuhn, Loeb & Co. paying considerably
more than the market price for this stock
because of their great love for the Union
Pacific, as Mr. Kahn testified. In all Kuhn,
Loeb & Co. have bought \$40,000,000 of the
Northern Pacific and Great Northern.

Practically all of the buying and selling of
stock by the Union Pacific was done through
the firm, which, because of this love for
the Union Pacific, sold to it the 108,000 shares
of Illinois Central at 175, though some one
else, Mr. Kahn testified, would have given
200 for it. He refused to say who this
person was, though presumably it was
Mr. Fish or one of his friends. He also re-
fused to tell whether any Union Pacific
directors were the real owners of any of
the Illinois Central stock to the Union Pacific,
and also refused to give up the list of the
owners of the Alton shares sold to the
Union Pacific. He denied that his firm
had any idea that the \$10,000,000 of Alton
bonds sold in 1900 were for the New York
Life, but admitted that they had sold
\$1,500,000 of such bonds to the Equitable
—a million at 92 and the rest at 88. Mr.
Schiff was a director then of the Equitable,
and, Mr. Kahn admitted, was the real

Continued on Fourth Page.

CONFERENCE AT WHITE HOUSE.

Many Rumors as to Its Purpose—Panama
Canal Situation Discussed.

WASHINGTON, Feb. 27.—There is much
speculation here to-night as to the purpose
of a conference held at the White House
this afternoon between President Roose-
velt, Secretary Root, Secretary Taft, At-
torney-General Bonaparte and Henry W.
Taft of New York, a brother of Secretary
Taft. The report about it was that Chief
Justice Fuller of the Supreme Court had
placed his resignation in the hands of the
President and the conference was for the
purpose of ascertaining whether Secretary
Taft would be wise in accepting the Chief
Justiceship.

The rest of the story was that Henry
Taft advised his brother not to accept, and
that the Secretary of War had acquiesced
in the Republican nomination for the Presi-
dency. The only positive and authentic
information that could be obtained about
this report was that it was not true.

Henry Taft was until recently special
counsel for the Government in the prosecu-
tion of the tobacco trust and one rumor
had it that the conference related to the
tobacco cases. It is known, however, that
the Panama Canal situation was discussed.
Henry Taft is the law partner of Mr.
Wickersham, who was one of the counsel
for the McArthur-Gillespie combination
which put in a bid for the canal contract.

WALKER SEEN IN OREGON.

Probably Got Out of This Country on Feb-
ruary 19.

The Pinkerton Detective Agency an-
nounced last evening that William F.
Walker, the absconding treasurer of the
New Britain Savings Bank, who got away
with \$500,000 of the institution's negotiable
securities, had been seen on February 18
at Portland, Ore., and the probabilities
are that the fugitive made good his escape
either to Vancouver or to Seattle. The
man who saw Walker did not know that he
had looted the bank and was a fugitive
from justice.

Finally he saw the stories about Walker
in the newspapers and he told the clerk
of the hotel where Walker had put up
who his late guest had been. Walker, ac-
cording to the Pinkertons, had registered
at the Portland House as W. G. Sether
on the evening of February 17, and was
asked to call on him that he could catch the 8.30
train. He left early on the morning of the
19th and did not return. There was no
\$30 train out of Portland.

When a photograph of the absconder
was shown to the clerk of the hotel the
Pinkertons say that he identified him at
once as "W. G. Sether," although Walker
had changed his personal appearance con-
siderably. His beard had been shaved off
and in its place was a growth of seven or
eight days. His gray mustache was closely
trimmed. He wore a light colored soft
hat and tan shoes.

NEW TENOR FOR HAMMERSTEIN.

Engages Zensello for Five Years—Didn't
Want Bonelli Any More Anyway.

Charles Hammerstein announced yesterday
that he had engaged for the Manhattan
Opera House the Italian tenor Giovanni
Zensello. Zensello, who is one of the
famous dramatic tenors of Italy, has been
for four years at La Scala in Milan, and
created there the role of Pinkerton in the
first production of "Madama Butterfly."
He has also appeared with success in the
autumn season of Italian opera at Covent
Garden in London. He is now 34 years
old.

"I know nothing of Signor Bonelli's en-
gagement by M. Corried," Mr. Hammer-
stein said last night, "beyond what I have
read. I have a contract which enables me
to demand his services for two years more
if I want them. But I shall not require
them, and I have succeeded in engaging
Signor Zensello."

"I am delighted to be able to discover
new singers for M. Corried. He has al-
ready tried to get from me Signor Cam-
panini and Mr. Dalmores; but I wanted them.
If he wants a well man I might object to his
attempting to get the articles I discover. As
he is, in my opinion, to those he can get.
Perhaps he will find some in my company
next season that will also appeal to him.
I might mention, though, that I have en-
gaged Signor Zensello for five years."
Mr. Corried announced yesterday that
he had engaged Samuel Bovy, conductor of
the French opera, for two seasons more.
The opera house is to be taken over by a
concert in Baltimore and was compelled to
sing afterward in Philadelphia in "Manon
Lescaut" as there was no understanding for
him there. He made his cold war and he
will be compelled to take a rest for several
days.

Signor Puccini sails to-day. He ex-
pressed great delight at the result of his
visit to this country. "Apart from the
kindness with which my own works were
received," he said, "I have been impressed
with the high standard of culture in this
country. The performances at the
Metropolitan are on a wonderfully high
level and New York has every reason to be
proud of such an opera house."

FIRE TIES UP CAR LINES.

Long Block While Tuxedo Hall Was Burning
—Old Man Rescued.

A two alarm fire in Tuxedo Hall at the
northeast corner of Fifty-ninth street and
Madison avenue caused a great deal of sur-
face car traffic shortly before 6 o'clock last
night. The cars of the lines intersecting at
that point, owing to frozen and slippery
roads, were backing badly enough. Home-
goers growled worse, however, when they
learned of the block. It lasted nearly an
hour, but it was twice that long before cars
began to move as usual.
Edward Johnson, engineer of the Tuxedo
Building, which is given over almost exclu-
sively to lodgers, saw a streak of flame
on the third floor of the building. He
turned in an alarm. Accompanied by
Charles Hart, the elevator man, Johnson
bundled the families of John Freitag, man-
ager of the building, and Emilie Berhardt,
an employee, into the car and got them
safely to the street.

It was then discovered that John Ber-
hardt, 70 years old, the fire had been in the
left hand. He was found by Johnson and
Hart nearly overcome by smoke and trying
to find his way out. Berhardt was after-
ward revived.

Having got all the folks in the building
safely out of the way, Hart and Johnson
started fighting the fire with a hand hose.
Capt. Donovan and the crew of Engine 8
in East Fifty-first street got on the job just
as the two toppled over after having breathed
in too much smoke.

The fire spread to the roof by way of an
airshaft. According to the police the damage
was \$10,000.

Curzon Will Stand for Parliament.

Special Cable Dispatch to THE SUN.

LONDON, Feb. 27.—Lord Curzon, ex-
Viceroy of India, announces his intention
to reenter public life after next summer.
He will try to enter Parliament.

Burnett's Vanilla is an honest extract. Its
purity never questioned by the pure food laws.
Made in America. Office, 108 West 42d St.

JOHN F. STEVENS'S RESIGNATION

HIS QUITTING PANAMA WAS SUD-
DEN AND UNEXPECTED.

President Evidently Vexed and Accepted
His Resignation Without Expressing
Any Desire That He Remain—Dis-
heartened After a Year at Panama.

WASHINGTON, Feb. 27.—So far there has
been no satisfactory official explanation of
all the details leading up to the sudden and
unexpected resignation of John F. Stevens,
Chief Engineer of the Panama Canal, which
was announced from the White House yes-
terday afternoon. There is a certain retic-
ence that leads to the conclusion that the
Administration is very much vexed with
Mr. Stevens for quitting his office, although
officials here, from the President down,
express their appreciation of the admirable
work done by Mr. Stevens in Panama.

The President believes that Mr. Stevens
has accomplished probably more than any
other man could have accomplished in the
eighteen months he has been on the Isthmus.
But Mr. Stevens quit unexpectedly and
to the embarrassment of the Government.
His case is officially distinguished from that
of John F. Wallace, the former Chief Engi-
neer, who was peremptorily dismissed with
severe criticism, by the fact that in his
letter to the President asking to be relieved
Mr. Stevens said that he would stay in
Panama until his successor arrived, and as
much longer as necessary, and by the addi-
tional fact that he had spent much time
on the Isthmus, while Mr. Wallace asked
to be recalled after he had been there only
a few days.

The truth of the matter appears to be
that the President, on hearing from Mr.
Stevens that he desired to leave the service
of the Government, simply accepted the
proffered resignation without comment,
feeling that if Mr. Stevens thought it best
to leave the work which had been entrusted
to him the Government could get along
without him. The inclination of Mr. Stev-
ens to leave, it seems, led to the acceptance
of his resignation without the slightest in-
dication on the part of the President of a
desire that he should remain. It may be
stated on the very authority that Mr.
Stevens was not called upon to resign.

Mr. Stevens had been in Panama about a
year when he began to get disheartened.
He was never particularly anxious to go to
Panama anyway and the place of Chief
Engineer was virtually forced on him. This
was when Mr. Wallace left the Govern-
ment service so abruptly. At that time
Mr. Stevens was about to leave the country
for the Philippines, where he was to super-
intend the building of the \$20,000,000 worth
of railways for the Insular Government.

Secretary Taft was also about to go to the
Philippines when the Panama crisis arose.
A man, and a good one, was needed to step
into Mr. Wallace's place immediately. Mr.
Stevens was suggested, and to Panama
he went. He would probably have preferred
the Philippines, but Panama meant \$20,000
a year and much honor.

When Mr. Stevens sailed from New York
he had his teeth set and was determined to
build the great waterway. This determi-
nation lasted for a year. Then, according
to his best friends here, Mr. Stevens began
to wish to return to the States. He is a
great reader, but found it impossible to
keep volumes of any sort in Panama be-
cause of the green mold that settles over
everything, and this proved a great de-
pression. In his early days he was a foot-
bal player and much more. Mr. Stevens
did not have much recreation, but being
young and getting ahead he did not mind.
Within the last few years he has taken up
golf and has become an enthusiast of the
links. Golf was impossible in Panama, and
Mr. Stevens suffered from the loss of his only recreation and his
greatest means of exercise. All these
things did much to make Mr. Stevens dis-
satisfied with Panama, and he was very con-
scious that literature and golf had anything
to do with the resignation, but his closest
friends here say it is a fact.

Mr. Stevens was also very sensitive about
his work and resented criticism, especially
when it came from those who knew nothing
of the nature of the work or the difficul-
ties in Panama. He heard some of this
criticism and he was much hurt by it. It
is declared that he was very conscious
of his work, and last year, when there
was talk of his being called to Washington
for a hearing before the committee of Con-
gress, he called that if he was called again
he would resign. Mr. Stevens hoped to be
relieved of part of his labors by the invasion
of the Isthmus by the contractors. He
was heartily in favor of building the canal
by private contract until William J. Oliver
put in the lowest bid. Then Mr. Stevens
advised to the President not to accept the
Oliver bid.

Major Goethals, the new head of the
Isthmian Canal Commission, who is to be
Chief Engineer in place of Mr. Stevens, will
sail from New York on one of the Panama
Railway Company's steamers on March 6.
He will take charge on the Isthmus im-
mediately. Mr. Stevens will probably remain
in Panama as long as Major Goethals thinks
it is needed there. The new head of the
Isthmian Canal Commission has been in-
vestigated and made a report. This will probably take
several months.

A new canal commission will be appointed
as soon as the Senate has passed on the ap-
pointments now before it. The personnel of
the new organization will be Major Goethals,
Major Galliard, Major Sibert, Senator
Blackburn, Col. William C. Gorgas, Chief
Sanitary Officer; Jackson Smith, manager
of labor and quarters, and Rear Admiral
M. T. Endicott, retired, U. S. N., who is
now a member of the commission.

MEMPHIS, Feb. 27.—City officials and the
heads of the commercial organizations in
every Southern city and in scores of the
smaller towns, to-day at noon forwarded,
simultaneously, a telegraphic petition to
President Roosevelt to appoint W. J. Oliver
of Knoxville at the head of the new Panama
canal commission. The movement was the
outcome of a suggestion from a Southern
Senator.

After all, OLIVER'S the Scotch
that made the highest famous.

MAE WOOD ACCUSES ABE HUMMEL

Says He Got 43 of Her Platt Letters and
Sold Them to the Senator.

COLON, Mich., Feb. 27.—Mae C. Wood
said today that she had sold to Senator
Platt for a bundle of letters she had written to him
for six months. "There are sixty-three of these letters,"
she said, "and I sold them for \$100. I
wrote them to him when he was in the
house. When the scandal about Senator
Platt and myself was first stirred up I was
visited by a man who said he was a secret
service agent and I entrusted my case to
him. I did not then know who he was,
but I have since discovered that he was
Abe Hummel."

"I told him I had nothing that would
be valuable to Mr. Platt except the letters
he had written to me between June, 1901,
and October, 1903. I gave him sixty-three
of these letters in the hope that he could
force a settlement from Mr. Platt. I have
never seen the letters since."
"I still, however, have enough letters
that Platt wrote to carry my case. I
used to get letters from him every day,
sometimes three a day—one each for break-
fast, lunch and dinner. They were
very dignified either, for you know
a man is not very dignified in his courtship
correspondence."

MARRIED MEN BRAVEST.

House of Commons Hears of Observations
in War and Peace—Japanese War.

LONDON, Feb. 27.—If, as the Bishop of
London says, married men are more im-
moral than bachelors, they may now feel
their blushes with the testimony given in
the House of Commons to-night to their
superior courage.
In the course of the debate on the War
Secretary's army scheme Major Seely, who
commanded a company of imperial sec-
military in the South African war, said it
was the general experience there that
married soldiers were more courageous
than the unmarried ones.
The same characteristic, he said, was
admittedly developed in the Russo-
Japanese war.

HIT BY MR. VANDERBILT'S AUTO.

Male Killed and Driver Badly Hurt Near
Paris—Americans in Car.

PARIS, Feb. 27.—An automobile belong-
ing to Mr. Vanderbilt, carrying two Ameri-
cans from Paris to Beaulieu, overturned a
mule cart near Paris to-day.

GIVES BAILEY A CLEAN BILL.

Texas House Follows Senate's Lead and
Declares Senator Innocent.

AUSTIN, Tex., Feb. 27.—The House to-
night followed the Senate's lead and by
70 to 41 voted that Senator Bailey is inno-
cent of all the charges made against him.
The reports of the investigating commit-
tee were presented to-day, and no action
was to have been taken till to-morrow, but
the proposal to clear Bailey was sprung
suddenly to-night and carried.

The reports are three in number. The
majority report which is signed by Chair-
man H. A. O'Neil, Ed Cobbs, J. A. L. Wolfe
and J. A. Patton takes up the charges and
disposes of them one by one, in each instance
rendering a finding that the charges were not
sustained by the testimony and exonerat-
ing Senator Bailey of all guilt.

A report signed by J. H. Robertson takes
middle ground to the effect that Mr. Bailey
has had many indiscreet transactions and
that he is not a fit person to be in charge
of the testimony proved he was guilty.

The other minority report, by C. H. Jen-
kins, finds that Mr. Bailey is guilty of several
of the minor charges and that he should be
censured for some of his personal transac-
tions.

To-night the House voted 70 to 41 to ex-
onerate Bailey. This, with the Senate's
action, gives him a clear bill of political
and Senatorial honor.

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ing to Mr. Vanderbilt, carrying two Ameri-
cans from Paris to Beaulieu, overturned a
mule cart near Paris to-day.

The mule was killed and the owner,
whose name is Guillard, was thrown twenty-
five yards and seriously injured.

\$250,000 FIRE IN MT. VERNON.

Lumber Blaze Spreads and Burns Two
Stores and Two Small Fires.

MOUNT VERNON, Feb. 28.—A fire which
started this afternoon in the planing
mill and lumber yards of Hartman Bros.,
on the White Plains road, did considerable
damage before it burned itself out. A
high wind swept big sparks from the burn-
ing lumber across the road to the east
and two small hotels and two stores were
burned down. The Western Union Tele-
graph wires were destroyed, as were the
electric light wires supplying the western
part of the city. The lighting service was
thus destroyed for the time being.

The tracks of the New York, New Haven
and Hartford Railroad crossed the fire in a
cut to the east of the burning yard. Some
pieces of lumber fell on the track and quick
work had to be done to signal an oncoming
passenger train.

The fire started in the planing mill and
soon licked up the ready fuel in the lumber
yard. The Mount Vernon fire department
did what it could to prevent the spread of
flames. However, they got across the
road and the fire burned itself out. Joseph
Huber and Mrs. Mary Devere. The same
fire overtook small hotels owned by Philip
Noll and D. Bohman.

The trolley line operating on the White
Plains road was blocked for a time, too,
because of the fire. The loss is estimated
at \$250,000.

CANAL ZONE ASTONISHED.

Mr. Stevens Refuses to Talk About His
Resignation.

Special Cable Dispatch to THE SUN.
PANAMA, Feb. 27.—A considerable sensa-
tion was caused here by the news of the
appointment of Major Goethals to succeed
Chief Engineer Stevens as the constructor
of the Panama Canal.

Mr. Stevens is reticent regarding his
resignation. He says that the authorities
at Washington can explain his motives.
The news of the change of engineers
was entirely unexpected and it acted like
a bombshell in official circles in the Canal
Zone. Following so closely upon Mr.
Shonte's retirement from the Canal Com-
mission it has caused widespread comment.

It is reported that Mr. Stevens will sail
this evening on the steamer Finance from
Colon for New York.

Latest Marine Intelligence.
Arrived: St. El Rio, Galveston, Feb. 23; St. Maine,
London, Feb. 14.

Many families use, as a food drink, instead of
impure milk, Horlick's Malted Milk, original and
only genuine. Always reliable. Attention.—Ad.

After all, OLIVER'S the Scotch
that made the highest famous.

HUGHES ON THE WAY TO WIN.

GOVERNOR TELLS OLD TIMERS
SOME PLAIN TRUTH.

He Says the Party Cannot Expect Success
Nor Deserve It Unless It Puts an End to
Graft and Favors to Special Interests
—For That Policy He Asks Support.

ALBANY, Feb. 27.—Gov. Hughes to-night
gave the Republican organization of Al-
bany county, dominated by William Barnes,
Jr., something new in the line of political
speeches. He gave the organization, which
has become rather celebrated in its quest
for graft and personal gain, to understand
that the success of the party depended
upon something more than protecting
special interests and feeding at the public
crib. It was the occasion of the annual
dinner of Mr. Barnes's organization, and
Gov. Hughes consented to make a speech.
He didn't attend the dinner longer than to
make his speech, which follows:

"The party has its own future within
its own keeping, and if it will measure up
to its traditions and meet its opportunities
it will for many years be invincible, both
in State and nation. I do not contend
that public wrong because it is committed
by a Republican any more than I should
be it committed by Democrats. Nor do
I think that loyalty to party requires sup-
port of anything wrong which we should
feel free to condemn if the wrongdoing
could be charged to those of a different
political faith. No one can convince me
that he is a loyal Republican, with the
interests of the party at heart, who will
not stand up for the right and will be content
with anything short of the best service
to the people. I count it the highest loyalty
to the party to insist that the work done
under Republican auspices shall be honestly
done, and well done, and that our record
of administration shall not be smirched
by either corruption or inefficiency.

"Organization is essential to success,
and no sane man would expect any political
undertaking to be successful which is not
skillfully organized and wisely managed.
But the success of political organization
will depend upon its ideals. No matter
how skillfully constructed or led, the people
will smash any organization that is devoted
to selfish interests. Give the people the
idea that the main purpose of organization
is to secure control for personal advantage
or for favored interests and sooner or later
they will bring to grief the best plans of
the astute leaders. But, on the other hand,
convince them that organization is directed
to the purpose of maintaining an honorable
party policy and of promoting an adminis-
tration of government in the interest of
the people, and they will rally to its support.

"The lessons of the day to the Republican
party in the State are not hard to learn.
In 1894, as a rebuke to an organization that
had overreached itself, Gov. Morton was
elected by over 150,000 majority. This
succeeded many years of Democratic rule
and Democratic opportunity. In the last
two Presidential elections the State has
given remarkable pluralities for the Repu-
blican candidate. McKinley had 268,000
in 1896 and 143,000 in 1900, and Theodore
Roosevelt received over 175,000 in 1904.
The Republican candidate for Governor in
these years, while having the advantage
of sentiment created in favor of the candi-
dates of the national party, fell conspicu-
ously behind the national candidate. While
McKinley had 268,000 in 1896, Gov. Black
received 212,000. Where McKinley had
143,000 in 1900, Gov. Odell received 111,000.
While Mr. Roosevelt had 175,000 in 1904,
Gov. Higgins had 80,000.